

*Best Wishes
for a
Happy New Year
from the
Division of
Aeronautics*



**DIVISION
OF
AERONAUTICS**

Vol. 25 — No. 12

December, 1974

SUCCESS IN FIGHT AGAINST HIJACKING

We have been advised by Maynard R. Morrison, Chief of the Air Transportation Security Division of the Rocky Mountain Region FAA, that: "After a little over two years we have all but stopped hijackings in the United States. Where other countries have had 20 hijackings in the past year, the United States has had only three unsuccessful attempts."

Mr. Morrison said: "Because of individual efforts, tolerance by individuals of some inconvenience and the airport populace getting into the spirit of airport security, the program has been a success."

ADAP FUNDS FOR HARLOWTON

The Federal Aviation Administration has approved ADAP funds for the Harlowton Airport. They will provide \$138,833 to construct a general aviation apron; construct, mark, and light Runway 8/26 with turnarounds and connecting taxiway; install visual landing aid on Runway 26, and install wind cone and segmented circle.

MONTANA PILOT SETS SPEED RECORD

According to the Air Force Magazine on Sunday, September 1, USAF's SR-71 reconnaissance aircraft set a speed record of one hour, fifty-five minutes, and forty-two seconds for a transatlantic flight from New York to London. The run was 3,490 statute miles. The average ground speed was 1,817 miles per hour.

Pilot of the SR-71 was Major James V. Sullivan, thirty-seven years old, of Wheeler, Montana. His reconnaissance systems officer was Major Noel F. Widdifield, thirty-three, of Anderson, Indiana. Both are assigned to the Strategic Air Command's 9th Strategic Reconnaissance Wing at Beale AFB, California.

FALSE ELT SIGNALS

By: JACK WILSON, Chief
Safety & Education Bureau

It is reported that approximately 95% of emergency locator transmitter activations in the contiguous United States are false signals and are either the result of dropping the ELT or some malfunction in the equipment which inadvertently activates itself. In many cases there are crashes of aircraft in which emergency locator transmitters are installed, but through malfunction or the fact that the crash was in water or deep snow prevents any signal from the emergency transmitter from emanating to the degree required for homing on the device. Just recently the Montana division of aero-

(Continued on Page 7)



New Crash Fire Rescue Trucks ready for delivery to Montana airports.

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

Thomas L. Judge, Governor
Ronald P. Richards, Director
Martin T. Mangan, Deputy Director

**Official Monthly Publication
of the
DIVISION OF AERONAUTICS**

City/County Airport
Phone 449-2506
Box 1698

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NOTICE TO AIRMEN

The Teton Airport Commission has advised that the runway at the Fairfield Airport, located at Fairfield, Montana, is in an unsafe condition and notice has been given that it is to be closed until further notice.



**TOWER
OPERATIONS**

| | Total Operations | Instrument Operations |
|----------------------|---------------------|--------------------------|
| OCTOBER 1974 | | |
| Billings | 9,529 | 2,254 |
| Great Falls | 8,682 | 1,442 |
| Missoula | 8,057 | 810 |
| Helena | 5,265 | 509 |
| NOVEMBER 1974 | | |
| Billings | 9,007 | 2,198 |
| Great Falls | 7,582 | 1,490 |
| Missoula | 5,374 | 910 |
| Helena | 4,321 | 584 |

*Administrator's
Column*



We were pleased to see the interest shown in the Crash Fire demonstration and school here in Helena and particularly by Governor Judge who made it a point to be present and wish the participants well and send them on their way to the various communities with their quick response CFR vehicles. The Governor spoke briefly to the people who gathered following the familiarization course and congratulated all who participated, including Hugh Kelleher, Airport Manager, FAA and Aeronautics Division personnel, the Air National Guard, and all others who helped out. Everyone seemed agreed that it was a worthwhile course and should be continued as new vehicles and methods are introduced into the state so that people in outlying communities can have an opportunity to get together with others to discuss new methods and new equipment.

It was interesting to note the appearance of a Lufthansa 727. We knew that Bud Kelleher was interested in having Helena be an international airport and thought that he had finally succeeded when we saw this Boeing aircraft with its German marking. However, it turned out that the aircraft was here for tests and that the airport board and Bud had arranged through various channels to have the aircraft here for testing of its engines.

The Air Force has taken action to move all of its rescue centers around

the United States to a central location at Scott Air Force Base in Illinois. This has caused some lag in time but I think that the confusion that the move has caused has been erased and it appears that we are now getting the usual fine rapid response for which the center has long been noted. At a SAR Coordinators meeting held in Portland many of the problems were discussed and it would appear that they will diminish in the future and the searches as conducted in the state, and by the state and local coordinators, will not change significantly. The greatest problem facing the searchers is the accidental sounding of the ELT's. The Air Force says approximately 1% of the reports of active ELT's are genuine emergencies. The people in Billings, including Speed Normand, the CAP, the Flight Service Station, and others, are working on a device and apparently have it nearly ready for manufacture to help locate ELT's on airports where most of the accidental activations of ELT's occur. It would be a great move to discover these before a flight is dispatched for emergency purposes.

* * * * *

Several weeks ago we sent out an offer to the fixed base operators and all persons we thought might be interested in renting an aircraft to the state. Our demand for air transportation by other agencies in the state has grown by leaps and bounds for many reasons, including two very important ones: the 55 mile-an-hour speed limit, plus an increasing understanding and acceptance of the value of air travel. Our Queen Air is being used extensively and along with our 206 could not meet the demand for travel by agencies to areas not served by airlines or not available by charter from fixed base operators. We were approached by different people with the possibility of renting an aircraft and placing it in Helena for use of the state on an hourly basis. To make sure that all persons interested in participating in this program, and with the knowledge of those who had offered to

put the aircraft here, we mailed out a notice specifying the performance of the aircraft and that we would rent it on a trip-to-trip basis with the right of the owner to remove the aircraft at any time it was not being used and the estate to not rent the aircraft except as it saw fit. Reaction to this offer was mixed but it was accepted and we are now using one Duke aircraft which is stationed in Helena with the agreement of the division of aeronautics to keep it hangared. This is the only commitment we have to the owner but while we are using his aircraft in Helena we will keep it in a hangar. We are using other aircraft and their pilots as needed and when available and will continue to do so.

When the legislature meets, the need for travel is multiplied and we are always promoting aviation, advising state agencies and others that the airlines and the taxi operators can furnish service that is faster and very often for less money than the use of a private automobile or other transportation. The state aircraft system furnishes transportation only when it is more convenient or other aircraft travel is not readily available. The rental of aircraft so far has proved to be very beneficial and economical to the state.

* * * * *

Best wishes for the coming year to all our readers and all persons in aviation.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENT

Jerry Eugene Lehr, Havre
James P. Verploegen, Havre

PRIVATE

Joseph T. Swindlehurst, Livingston
Marvel C. Brehm, Billings
Ronald K. Bergeson, Dillon

Freedus A. Rice, Billings
Christy N. Gibson, Calgary,
Alberta, Canada
Ray Eauciaire Davenport, Whitehall
Dan Lester Averill, Bigfork
Roy Vern Owings, Kila
Robert Ralph Green, Bozeman
Daniel Fred Carson, Great Falls
John Francis Markhorst, Jr.,
Great Falls
Elizabeth Joan Cure, Great Falls
Thomas Joseph Settecerrri, Great Falls
Kevin F. McNamara, Great Falls
Donna Marie Smith, Kalispell
Michael D. Harp, Kalispell
Brent Stephen Murray, Three Forks
Alfred Eugene Tefft, Great Falls
David Laurence Eck, Anaconda
Ivan John Anderson, Eureka
(Reinstate)
Gordon Harold Ellis, Medicine Hat,
Alberta, Canada
Reuben A. Mikelson, Billings
William E. Towne, Edmonton,
Alberta, Canada
Jay E. Harvey, Roy

COMMERCIAL

Harvey D. Reynolds, Dillon
Robert George Justesen, Bozeman
Joe Frank Marsh, Bozeman
Wesley Duane Church, Havre
Duane Norman Johnson, Kremlin
James Earl Clark, Lolo
Mark Andrew Hotchkiss, Butte
(CRH, IRH, PG)
Edgar L. Obie, Chinook (IRA)

INSTRUMENT RATING

Karl Paul Schroeder, Mattoon,
Wisconsin (CASMEL)
Richard Robert Upton, Missoula
(IRA, FIA, ASMEL)

FLIGHT INSTRUCTOR

Wayne A. Taylor, Forsyth (Reinstate)
Donald B. Meggers, Rhame,
North Dakota (Reinstate)
Keith E. Stevens, Ashland (Reinstate)
Charles O. Moore, Colstrip (Reinstate)
George N. Tillitt, Forsyth (Reinstate)
Donald S. Smith, Great Falls (FII)

AIRFRAME MECHANIC

Corey Peter Wolcott, Billings

POWERPLANT MECHANIC

James Dale Lightfoot, Helena
Lawrence Vernon Drake, Billings

Jeff Lyle Klos, Plevna
Everett Reynolds, Missoula (AM, PM)

PARACHUTE RIGGER

Roger Harrington Cox, Missoula
(Back & Chest)
Thomas Otto Carlson, Monrovia,
California (Back & Chest)

RADIO

Andrew Joseph Johnston, Bigfork

TYPE RATING

Carl Newton Bruce, Archibald,
Louisiana (SK-65)
Douglas James Knapton, Helena
(CRH, SK-58)
Harold Milton Smith, Helena
(CRH, SK-58)
Richard Royal Burger, Stevensville
(CRH, SK-58)
Allan Peris Turner, Missoula
(Center Line Thrust)

FAA PUBLISHES GENERAL AVIATION SURVEY RESULTS

The average general aviation (non-airline) flight covers a distance of 236 miles, carries 2.5 people, and is more likely than not to be made without a flight plan, according to a survey conducted by the Federal Aviation Administration of the U. S. Department of Transportation.

This one-time survey, which involved interviews with 40,330 pilots at 213 airports in 38 states, was undertaken to supplement information gathered annually about general aviation flying. Survey questions were designed to create a profile of general aviation operations in terms of average trip length, aircraft occupancy, the kinds of flight plans filed, and the communications and navigation equipment installed in the aircraft.

The survey showed that flight plans were filed for less than 50 percent of general aviation flights in which the origin and destination were different airports and that 59 percent of the plans filed were for visual flight rules (VFR) operations. The remaining 14 percent covered instrument flight rules (IFR) operations.

Trip length and occupancy were
(Continued on Page 6)

Governor Thomas L. Judge Presenting CFR Truck Keys to Community Representatives



Earl Norcott of the Glasgow Fire Department receives the keys to the new Glasgow truck



Ed Waterman (left) and Doug Jenkins (center) accept the keys to the Havre truck



Oren Muelston (left) and Frank Felke (center) receive the keys to the new Lewistown CFR truck



Joe Ugrin of Miles City receives the keys to their new truck



Dick Travis (left) accepts the keys to the Wolf Point CFR truck



Governor Judge congratulates Helena CFR Chief Duane Maulding on the acceptance of the new Helena Crash Truck.



Gerald Burrows, Aviation Representative from the Montana Division of Aeronautics outlining the training schedule.



Helena Airport firemen demonstrating equipment furnished with the new fire trucks.



Firemen loading their new trucks with fire fighting agent.

CRASH FIRE RESCUE AND TRUCK ACCEPTANCE PROGRAM HELD IN HELENA



By: TED MATHIS, Airport Manager

Over 40 firefighters and related officials met at the Helena Airport on December 3 and 4 to inspect and take delivery of six new quick response fire trucks. The new trucks were delivered to Havre, Glasgow, Wolf Point, Sidney, Miles City and Lewistown. The fire trucks were purchased to meet new Federal Aviation Administration requirements for airports served by airlines.

During the two-day program the firefighters were familiarized with their new equipment and received training in actual live fire situations.

Along with the training program the trucks were inspected and their performance was tested.

Governor Thomas L. Judge presented the vehicle keys to their new owners in a ceremony held on the final day of the program.

The delivery of the trucks culminated nearly a year's efforts by the Montana Division of Aeronautics and the Federal Aviation Administration and should add greatly to the aviation safety for all of us who rely on air transportation.

DO'S vs DON'TS

By: DALE UPPINGHOUSE
Accident Prevention Specialist

Checking through a winter flying safety pamphlet I found a list of things that we should never do. Looking further I found the "don'ts" went on to the next page, and the

next. There is no question that each of these don't's were legitimate don't's. The only problem is that none of us are going to go through a check list of 100 "don't's."

How about a "do"? A very important "do" in cross-country winter flying is an alternate plan of action. Most IFR flights require an alternate airport be placed on the flight plan. The smart IFR pilot doesn't restrict this alternate to an alternate airport. He has at least one entire alternate plan of action if things don't go right.

Most of us fly VFR. The smart VFR pilot will have an alternate airport in his mind if not on his flight plan. This alternate should be gold plated. If it threatens to become tarnished due to weather, something has to be done immediately.

This "do" is not only an alternate airport, it is an alternate plan of action; a way out; a way back; a "hole" card.

On some winter flights we are tempted to go "on top" sometimes for miles. Before doing this, do take a peek at the hole card. Is the alternate still wide open? Can we count on the departure point staying open? Is there a good ceiling underneath?

Let's say the nav radio has been acting a little flakey. Do jack up your own weather minimums and make sure sectional charts are aboard.

Is the pass passable? Fly it in such a way that you can turn around if it begins to look doubtful. Be certain you can get back.

Thirty years ago, prospective passengers used to say, "I'll go for an airplane ride with you if I can keep one foot on the ground." They had a point. Anyone contemplating a winter cross-country flight should consider how they are going to get one foot on the ground if weather moves the wrong way.

(Continued from Page 3)
found to be closely correlated with the number of flight plans filed. In general, if an aircraft flies over a longer distance or carries more persons, the probability of filing a flight plan is higher.

The survey also revealed that 53.5 percent of general aviation operations were from one airport to another more than 20 miles away—so-called Itinerant operations. The rest were local operations, generally meaning training and proficiency flights where the takeoff and landing were made at the same airport or at airports within a 20 mile radius.

Of the total flights reflected in the survey 45 percent of the flights were for business, 35 percent for pleasure, 6 percent for corporate or executive travel, 5 percent for flight instruction, and 5 percent for non-scheduled air taxi operations. Executive flying appears to be the kind to carry more occupants, travel longer distances and have flight plans filed more often than any other kind of flying.

One of the survey conclusions is that general aviation aircraft are well equipped from a communications and navigation standpoint. Almost 100 percent have VHF (very high frequency) radio receivers with more than 90 percent having VHF transmitters, giving them two-way communications capability. In addition, 92 percent have equipment for receiving "bearing" information from ground navigation (VOR) aids and 23 percent could receive "distance" information from these stations as well.

Also, 70 percent had improved (4096-code) transponders and approximately seven percent had the associated altitude reporting capability. Other avionics included: ILS (instrument landing system) localizer instruments in 63 percent, ILS glide

slope indicators in 31 percent, automatic direction finding (ADF) equipment in 46 percent, weather radar in eight percent and area navigation equipment in 4 percent.

The interviews upon which the survey is based were conducted in the summer of 1972 by the Civil Air Patrol.

A limited number of copies of the report—"General Aviation Activity Survey 1972"—are available by writing the Federal Aviation Administration, Information and Statistical Division, Office of Management Systems, AMS-240, 800 Independence Ave., S.W., Washington, D. C. 20591 or by calling 426-3323 (Area Code 202).

BOEING TESTS 727 AT HELENA AIRPORT

The Boeing Aircraft Company recently completed part of its continual aircraft testing program at the Helena Airport. In this particular phase of the tests Boeing used a model 727-300 series which will later be delivered to Lufthansa Airlines.

The aircraft was equipped with over \$1.5 million worth of electronic testing equipment which measured almost every function of the aircraft's systems. A Boeing spokesman said that the company logs over 6,500 hours each year in continual performance testing of their commercial aircraft. Helena was chosen for this phase of the tests because of its cool, dry climate and uncongested facilities.



Lufthansa Jet taxiing in during Boeing Company flight tests at Helena Airport.

(Continued from Page 1)

navitics became involved in an attempt to locate an emergency locator transmitter which was reported between Helena and Great Falls on Friday, November 29. This signal was reported by airlines who were flying the area and various other aircraft and it appeared that the strongest signal was centered in the mountains approximately ten to fifteen miles south of Cascade. Two of the pilots from the Montana division of aeronautics in the division's Cessna 206 which contained a locator beacon homing device were dispatched to the area of the strongest signals and by proper process of tracking located the emergency locator transmitter in south Great Falls just across the river from the Country Club addition. They were unable to pinpoint it as to the particular building, but it was a square block area adjacent to the trailer parking area and a construction parking area. The aircraft at all times during this search was under the surveillance of the Great Falls Approach Control who took a radar bearing and fix on the aircraft when it was directly over the ELT. Further information concerning the location was given to the Great Falls Flight Service Station. It is assumed that FAA personnel went to this position and had the ELT dismantled or turned off.

However, on Monday, December 2, an ELT was further reported in the area of the previous one and they were picking up the signal in practically the same manner and again the division of aeronautics' 206 was dispatched and searched the area previously searched south of Cascade without receiving any emergency locator transmitter transmission. The aircraft needed to go on to Great Falls for business reasons so it was flown to Great Falls via normal traffic pattern for landing on 21 which took it almost directly over the area where the previous ELT transmissions were received and landed with no ELT transmissions or indications on the homing device. However, after an hour or so on the ground at Great Falls the emergency locator trans-

missions were picked up by the homing aircraft while taking off on runway 21 in Great Falls. After making the necessary coordination with the Great Falls tower the 206 was used to locate the emergency locator transmitter which was discovered in almost identically or the identical position of the previous one. Again the information was given to the Great Falls tower which it is assumed was passed on to Flight Service and Approach Control.

All this is enumerated to point out the problems encountered when careful ELT maintenance and monitoring is not done. It is suggested that prior to shutting down the engines and turning off the radio after every flight that the aircraft radio receiver be tuned to 121.5 and monitored to see if there is an emergency locator transmitter transmitting. In this way each pilot can discover if his emergency locator transmitter is transmitting because it has a different sound when it is located in the aircraft that is receiving it. Further, it would be very advantageous to change back and forth to 121.5 during flight if you were not using the radios for anything else because if there is an emergency transmitter going in an airplane in flight it is extremely difficult to locate it until it has landed and come to rest. If more pilots would monitor 121.5 while in the air we would discover the transmissions of these emergency locator transmitters on a much speedier basis and possibly be able to weed out the inadvertent transmissions much sooner.

The division of aeronautics is definitely open to suggestions from any pilot or organization as to a method to combat this situation. Please contact us at the division of aeronautics, Box 1698, Helena, Mont. 59601.

PRESENTATION TO NORTHWEST AIRLINES

Arthur Clenin, President, Montana Gideon Society, presented 150 Gideon Bibles to Bruce Vanica, Billings Sales Manager of Northwest Airlines, Inc. The Bibles are to be used on Northwest Airlines planes throughout the nation.

Letters to the Editor

Mr. Jack Wilson, Chief
Safety and Compliance Bureau
Aeronautics Division
State of Montana
Helena, Montana 59601

Dear Mr. Wilson:

This letter is just to thank you for the Aeronautical Chart and Airport Directory that you so promptly sent me last April. It arrived just in time and was very helpful to me in crossing the mountains between Billings and Missoula. And I must say, that is quite a trip for a flat lander. We went through amidst showers and some thunderstorm activity and actually had to turn back on one occasion. I had been advised to consider going over Helena enroute from Livingston to Ronan rather than Butte and was trying to skirt even further easterly by heading over the Jocko to miss heavy showers in Missoula when we finally had to turn back. Having the Directory handy was reassuring and very helpful as we had to make some quick decisions on finding a safe path to an airport where we could fuel up and try again. And of course, as us flat landers are probably prone to do, we were already quite low on fuel. So having the extra maps and the Airport Directory made the difference between a little panic and some sensible decisions under the rapidly changing weather conditions that suddenly sprung upon us as we were just about to head over the Jocko Pass. When we finally decided to turn back, Helena was blocked and we had to find Drummond on a weak VOR and were able to find enough 80 octane at Red Lodge to continue back to Anaconda for 100 octane and another try for Missoula later that evening.

I am writing not only to thank you for helping us, but to encourage you to continue this fine service to others. I had read about mountain flying and consider myself a very cautious pilot, but it is hard to call it a day when you have appointments to keep and when the weather briefers seem so cool and collected and help-

ful. And who wants to admit each time you call in for weather information that you are inexperienced and new to the area. And so little chances are taken and always will be, I suppose. But it does help to have the extra information and the local tips on mountain flying that you sent me. I look forward to flying home again next spring to visit my folks in Roman and will certainly be carrying your materials with me again.

Sincerely yours,
/s/Ramon K. Hanson
Wheaton, Illinois

On January 5, 1928 Lt. A. M. Pride, U.S. Navy, landed the first plane on the deck of the carrier "Lexington".

Letters to the Editor

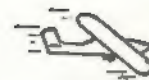
Dear Sirs:

Sure hate to throw in the sponge on this deal—but there comes a time—etc.

Hate to lose the ticket—but have had cataract operation—both eyes and will be 78 next time around—but like to receive the "Montana and the Sky"

Yours,
D. R. Galloway
612 W. Clark Street
Livingston, Mont. 59047

The Post Office relinquished operation of its air-mail routes to private contractors on August 31, 1927.



CALENDAR

January 1, 1975—Pilot Registration due for 1975.

January 1, 1975—Aircraft Registration due for 1975.

January 31-Feb. 1, 1975—FAA Rocky Mountain Golden Sentinel Flight Safety Team Presentation, Lewis & Clark Junior High School Auditorium, Billings.

April 4-5, 1975—Alberta Convention of Flying Farmers, Red Deer, Alberta.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698
Helena, Montana 59601



DECEMBER, 1974

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